

City Council Study Session Agenda

**April 24, 2018
Library Meeting Room
951 Spruce Street
7:00 PM**

***Note: The time frames assigned to agenda items are estimates for guidance only.
Agenda items may be heard earlier or later than the listed time slot.***

7:00 pm	I.	Call to Order
7:00 - 7:30 pm	II.	Annual Report – Youth Advisory Board
7:30 – 8:15 pm	III.	Discussion – Open Space Advisory Board Goals & Priorities
8:15 – 8:45 pm	IV.	Transportation Update
8:45 – 8:55 pm	V.	City Manager’s Report & Advanced Agenda
8:55 – 9:00 pm	VI.	Identification of Future Agenda Items
9:00 pm	VII.	Adjourn

SUBJECT: ANNUAL REPORT – YOUTH ADVISORY BOARD

DATE: APRIL 24, 2018

PRESENTED BY: YOUTH ADVISORY BOARD

LIST HIGHLIGHTS AND SUCCESSES OF THE PAST YEAR:

- Last year, the Youth Advisory Board's goal was to encourage people to explore the city through our Walkability project. We partnered with the Planning Dept. using a program called Walk Your City, and posted signs around the community that encouraged people to walk to different landmarks around the city.
- This year, the YAB's goal is to promote kindness throughout the community with our *With Love, Louisville* project. The YAB is asking people to share random acts of kindness that they have performed or have received from others. There are displays highlighting kind deeds from community members at the Library, Recreation and Senior Center, City Hall, and the Golf Course.
- Members participated in several successful volunteer events, such as assisting with Community Food Share's food drives, helping out at local events like the Tulip Twist dance, and Pancakes with Santa at the Recreation & Senior Center.
- Members have learned a great deal about local government this year by interviewing members from other boards and commissions. At least one member from another board or commission visits a YAB meeting every month.

LIST PLANS/GOALS FOR THE NEXT TWO YEARS:

- YAB will continue work toward our goal of encouraging community members to be kind to one another with our *With Love, Louisville* project.
- Members will work to create more awareness of the Youth Advisory Board.
- YAB members will continue to help the community through volunteer work.
- YAB will be the voice of the youth to City Council.
- Members will learn about local government.
- We will interact with a diverse group of youth in the community while building leadership skills.

IN WHAT AREAS DO YOU NEED CITY COUNCIL INPUT/FEEDBACK?

- YAB is satisfied with the input and thank City Council liaison, Jay Keany, for his assistance.

DO YOU HAVE QUESTIONS FOR THE CITY COUNCIL?

- What do you believe would be a good project for the YAB?
- Will you share your own random acts of kindness on one of the displays?

RECOMMENDATION:

Discussion

ATTACHMENT(S):

1. Presentation

YAB's Annual Report

2017-2018

Members

Megan Beasley

Taitum Berryhill

Caelis Hanna

Teddy Hart

Riley MacQueen

Kaylix McClure- *Chair*

Riley Miller

Addison Nakari- *Vice Chair*

Langley Nakari

Brooke Newell

Kaelan Norgard

Hayley Obremski

Logan Pius

Courtney Schumann

Ainsley Smith

Kendall Weideman- *Secretary*

Liaisons

Mandy Perera- *Recreation and Senior Services*

Jessica Schwartz- *Teen Services Librarian*

Jay Keany- *City Council Member*

A huge thank you to our wonderful liaisons!

Volunteer Events



November- Community Food Share



December- Pancakes and Story with Santa with the Louisville Recreation Center



February- Tulip Twist Dance with the Louisville Recreation Center

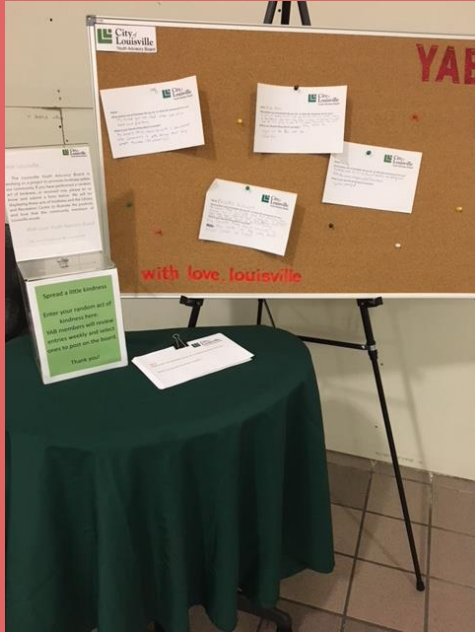


March- St. Patrick's Day Dinner with the Louisville Senior Center

Annual Project:

Love, Louisville

This year, we wanted to create a project that would promote kindness in our community. We decided to ask community members to write down an act of kindness they had performed or received and they are being displayed on boards at the Library, Recreation and Senior Center, City Hall, and the Golf Course.



Visits from Other Boards and Commissions

Katie Zoss- Louisville Cultural Council

Katie educated the board on what the Cultural Council does and shared the master plan for public art. She also asked what art we would like to see in the city and what activities the youth would be interested in participating in.

Bridget Bacon and Paula Elrod- Louisville Historical Commission

They discussed the history of Louisville and the possible expansion of the Louisville Historical Museum. Bridget also informed us of the opportunities for youth involvement and volunteering at the museum.

Ember Brignull- Louisville Open Space Advisory Board

Ember discussed the OSAB's upcoming projects and accomplishments. The Walkability Project is especially exciting given our Trek the Trails program last year. There is also now a full-time ranger and they are working on youth involvement in the outdoors with Generation Wild.

Kristin Dean- Planning Commission & Lauren Trice- Historical Preservation Commission

Members learned about the land use and historic preservation processes, how they affect development and the City, and discussed some current projects.

Feedback/Input from Council

Questions for City Council

- What do you believe would be a good project for the YAB?
- Will you share your own random acts of kindness on one of our displays?

SUBJECT: DISCUSSION – OPEN SPACE ADVISORY BOARD GOALS AND PRIORITIES

DATE: APRIL 24, 2018

**PRESENTED BY: LAURA SCOTT DENTON, CHAIR ON BEHALF OF OSAB MEMBERS:
HELEN MOSHAK, MICHAEL SCHANTZ, MISSY DAVIS, FIONA
GARVIN, JIM GIBB, DAVID BLANKINSHIP AND PETER GOWEN**

SUMMARY:

The City of Louisville Open Space Advisory Board (OSAB) appreciates the opportunity to communicate directly with the City Council on April 24th. The topics of discussion include the following:

- 1) Introduction of Board and Council Members
- 2) 2017 OSAB Accomplishments
- 3) 2018 OSAB Goals & Priorities
 - a. Maintenance & management of our open space lands and resources
 - b. Improvement to our City's trail network by using the 2014-2015 Wayfinding Project guidelines
 - c. Maintain the health of the Open Space & Parks Tax Fund

FISCAL IMPACT

None at this time.

PROGRAM/SUB-PROGRAM IMPACT:

Goals and Priorities are related to the following Sub Programs: Open Space Administration & Operations, Trail Maintenance, New Trails, and Acquisition

RECOMMENDATION:

Council feedback and discussion of 2018 Goals & Priorities

ATTACHMENT(S):

1. Presentation

Open Space Advisory Board— Study Session with Louisville City Council

April 24th, 2018

OSAB Accomplishments, 2017

Acquisition

- Completed Open Space formal designation recommendation process.
- Re-organized the “Opportunities for Preserving Open Space and Improving Trail Connectivity” List (formally the “Target Acquisition List”), evaluated and ranked the properties on the list, and shared the results with City Council.
- Submitted recommendations for Trails and Land Acquisition to Boulder County.

Resource Management

- Advocated for resource management projects, such as a CSU weed control study on Davidson Mesa and a control burn project at Aquarius.
- Volunteered and promoted resource monitoring and remediation projects, such as weed control events and the raptor survey.

Dog Issues

- Formed “tiger teams” to look at dog issues in the city. Created a document on recommendations for short-term solutions to issues at the Davidson Mesa Dog Off-Leash area, collected and reviewed documentation from other American cities to look at dog facility best practices, and formed a team with members from PPLAB to discuss a long-term, city-wide dog issue plan.
- Supported and advised on staff’s development of a positive language approach for a dog waste clean up campaign.

Other

- Reviewed, volunteered, and participated in Open Space educational programming.
- Members attended an all-county Open Space board meeting.
- Organized a joint board meeting with the new PPLAB.
- Reviewed and advised on Open Space budgeting.
- Reviewed various development proposals with an eye towards trails, the City’s trail network, and Open Space.

OSAB Goals and Priorities, 2018

1) Maintenance and Management of our Open Space Land and Resources

- Vegetation and wildlife inventory studies for benchmarking.
- On-going, operational, restoration projects (e.g. weed control, prescribed burns).
- One-time CIP restoration projects (e.g. restoration of the Warembourg Fishing Pond).
- Create a Dog & Recreation Master Plan to work on holistic management of dog issues within the city.

OSAB Goals and Priorities, 2018

2) Improve our City's trail network and use the recommendations from the 2014-15 wayfinding proposal to help citizens use it

- Construction of identified critical trail connections.
- Advocating for network design standards for new trail construction and ameliorating current trails.
- Phased implementation of cost-effective Open Space wayfinding signs and trail mapping.

OSAB Goals and Priorities, 2018

3) Maintain the health of the Open Space & Parks Tax Fund

- Work to replenish a minimum balance in the fund after the purchase of the Mayhoffer property.
- Using the fund to maintain and restore the land we have used the fund to acquire.
- Discuss language for the tax's next renewal at the ballot: perhaps eliminating the tax's sunset?

SUBJECT: TRANSPORTATION UPDATE

DATE: APRIL 24, 2018

PRESENTED BY: MEGAN DAVIS, DEPUTY CITY MANAGER

SUMMARY:

State Transportation Funding Updates

State Legislative Proposals/Bills

The Colorado General Assembly sine die adjournment is on May 9, and the two major transportation funding bills are still in play. HB18-1340 and SB18-001 both aim to provide additional general fund dollars for transportation improvements in Colorado. HB 1340 would provide a one-time transfer of General Fund moneys for transportation, to split the \$495 million (35% to CDOT, 25% to municipalities, 25% to counties and 15% to multimodal). The local share of funding would be allocated through the HUTF formula. The bill was stripped of the local government funding in the Senate, the House rejected the Senate changes, and the bill is awaiting conference committee (the JBC, as this is a JBC bill). The sense is that this bill will not move forward to be the vehicle for transportation funding this year.

SB 001 was heavily amended in the Senate, and is awaiting House consideration. The bill has many provisions, including a \$500 million transfer of General Fund to the State Highway Fund in 2019, and a \$250 million transfer of General Fund for the next nineteen years. If a citizen led ballot initiative is not moved forward in 2018, the bill has a provision for a referred measure by the legislature in 2019. The bill also includes a provision (amended into the bill in the Senate, by Colorado Springs legislators) that makes tolling and managed lanes harder to implement. CDOT is concerned that this provision will make it difficult to attract the funding necessary to complete large projects. It also includes the requirement that 25% of the funding be used in rural areas and 10% dedicated to multimodal. SB 001 has been assigned and is waiting to be heard in the House Transportation and Energy Committee. It's unclear what the House will do with the bill, although they will likely amend it to include a local share and possibly more multimodal funding. The Senate may reject their amendments, which would require another conference committee.

Attachment 1 includes more detail from CML about each of these bills and their nexus to one another, to other transportation funding and the potential ballot initiatives.

Both the **Metro Mayors Caucus** and **US 36 Mayors and Commissioners Coalition** (MCC) have conveyed a strong message to the state legislature that the issues in SB 001 must be amended to provide local share, a meaningful share of multi-modal funding

and removal of the prohibition on managed lanes. The desired funding share is 35% to CDOT, 25% to municipalities, 25% to counties and 15% to multimodal, and with bonding authority on new money vs. bonding state General Fund dollars.

Staff will continue to work with the MCC State Lobbyist to monitor the activity on these bills and engage with the legislature when necessary.

Statewide Transportation Ballot Measures

There are now seven different citizen initiated ballot measures that have been submitted for the 2018 ballot. Each of these would require a petition with close to 100,000 signatures in order to gain placement on the ballot. Coloradans for Coloradans, the Denver Metro Chamber led coalition including businesses, the Contractors Association and many local governments are responsible for 5 of the 7 proposed measures. The measures include three proposals that would increase sales tax by .5%, .62%, and 1%, a proposal for .5% + state general fund transfer, and .35% to be shared with municipalities, counties and multimodal but with no state share component.

On April 16th the Metro Mayors Caucus (MMC) requested its members formally adopt a revised position on the ballot measures supporting the .62% statewide sales tax increase for transportation be put on the ballot for voter approval (the MMC received affirmative votes from 90% of the coalition via survey and was waiting to hear any dissent from remaining Mayors). If fully approved the Transportation Coalition (branded Let's Go Colorado!) would advance the .62% sales tax increase ballot title to the November ballot for voter consideration.

Under the .62% sales tax with the local share of 25% distributed through the HUTF fund, the City of Louisville would see an approximate increase to its HUTF distribution of \$625,601.

City of Louisville Transportation Updates

RTD Route Changes

City staff have been meeting regularly with RTD and other partners to discuss various proposed service changes to RTD routes within our area.

- **228 extension to Kestrel** – With the completion of the Kestrel development and Eco Passes for all residents, the City and County are exploring the extension of the north end of the 228 route to continue along South Boulder Road to SH 42, travel north to Hecla, turn west on Hecla and follow up to Paschal, and then turn south on SH 42 to continue back to SBR. RTD is proposing this extension for its January, 2019 service changes. They would like to have the traffic signal in place at Hecla and SH 42 prior to service start-up as the route requires a left-hand turn across SH 42. Additional research is underway to understand the impacts of this extension on Hecla and Paschal, which were not designed to support public

transportation routes, and to determine if there is a need for any geometric changes. In addition, more discussion is required with the adjacent neighborhoods to ensure they are aware of the bus traffic that would be added to these roadways.

- **L Route changes/reroute through Louisville Colorado Tech Center (CTC) –** For several months the City has been engaged in conversations with RTD, Longmont, Lafayette and Boulder County regarding potential changes to the L Route, which provides a one-seat (non-terminating/no transfer) ride from Longmont to Denver by way of SH 287 and US36/I-25. The route has been subsidized with grant funding that has increased headways, and RTD has indicated that ridership has not met expectations. RTD has expressed concerns that once the grant funding is no longer available, they may consider modifying the route to better address other needs or eliminate the route altogether. To avoid the elimination of the route along 287, RTD proposed a reroute that would bring the route down 287 to SH 42, then west along SH 42, south on 96th Street to terminate at the East Flatiron Circle Park and Ride. The City and RTD discussed various options to capture ridership at the CTC and provide service to connect to the Flatiron Flyer BRT as well as Lafayette and Longmont – driving through CTC on CTC Blvd, along 104th and Dillon instead of SH 42, etc. The City was supportive of any of these options that would open some service connections to CTC. However, there were concerns about losing the one-seat ride service from Longmont and Lafayette to Denver, and so RTD has tabled this idea for the time being.

Transportation Demand Management (TDM) DRCOG funding for My Ride partnership

The City submitted a joint application with the Town of Superior, Boulder County and Commuting Solutions to implement a targeted MyRide card distribution program to increase transit ridership among low-income residents and employees of businesses located near regional transit access points (McCaslin Blvd). The application was not approved by DRCOG, so staff will revisit our options for the MyRide program, work with Commuting Solutions and Boulder County, and determine the best approach to distributing cards or other opportunities to increase transit ridership within our community. We will keep Council apprised of our plans for the program and funding that was budgeted for 2018.

Railroad Quiet Zones

The City continues to work on the approvals for the implementation of quiet zones on Griffith St., Short St., Pine St., South Boulder Road, Dillon Road and Baseline Road (with Lafayette). This includes submitting PUC applications, BNSF and CDOT documentation and approvals. Funding for implementation of the Quiet Zones was

included in the 2018 budget, and for all but one crossing will largely be funded through DRCOG funds. Dillon Road was to be funded entirely by the City. The city submitted a joint TIGER grant application for funding to support the completion of the Dillon Road Quiet Zone, in addition to many others along the BNSF rail line through Boulder County. The City of Boulder, Longmont, Louisville and Boulder County requested approximately \$7 million dollars from the TIGER program, out of an overall \$11.6 million project cost, to fund the crossing improvements for 28 crossings in the northwest corridor. The TIGER grant was not awarded, but the City will continue to move forward with the Quiet Zone project, with construction scheduled to begin as soon as all BNSF approvals are complete (potentially this fall, but may be later). The regional partners are also discussing an application for CRISI funding (Consolidated Rail Infrastructure and Safety Improvements) for completion of Quiet Zones. Louisville may participate if the timing is such that funding would benefit the projects that are already underway.

DRCOG Transportation Advisory Committee (TAC)

Louisville will retain its seat on the TAC, with Megan Davis taking over for Heather Balser.

Transportation Matters Business Initiative

On April 3rd Louisville joined Commuting Solutions, the City of Lafayette, Town of Superior and the Chambers of Commerce in hosting a public town hall called Transportation Matters. Approximately 25 business representatives attended, and they were provided the opportunity to share their opinions about transportation issues and what is important to their businesses through an interactive polling process. Town hall meetings were also held in each of the other Boulder/Broomfield County communities, in Longmont, Erie and Broomfield and two meetings in Boulder (including one specific to Realtors). Commuting Solutions is compiling the data from each town hall, as well as the aggregate data from all of the sessions, and will make this available to each of the participating communities. The meetings served to engage our local business community and partners, and the information can also provide feedback that will inform our Transportation Master Plan (TMP) process.

Transportation Improvement Plan (TIP) Funding Forum

The first Boulder County TIP Funding Forum was held on April 17th to begin the process for applying for and distributing Regional and Subregional transportation funds. As our DRCOG Director, Councilor Ashley Stolzmann will represent the City of Louisville on the committee. Staff are also involved in the technical committee.

The process for Regional funding (approximately \$26 million for the entire region) is just beginning and projects will need to be submitted to DRCOG sometime in July/August. Each subregion (defined by county boundaries) is able to submit three Regional projects for consideration by DRCOG, the projects must be in specific categories (rapid transit, multi-use trails, freeways, major arterials, managed lanes, and freight that are contained in DRCOGs fiscally constrained plan and maps) and must have a 50%

SUBJECT: TRANSPORTATION UPDATE

DATE: APRIL 24, 2018

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match. Because of the eligibility criteria, Louisville does not have Regional projects that could be considered for the Regional funding pool.

The group will begin discussing the Subregional funding (approx. \$18 million for Boulder County) distribution in June or July once the Regional applications have moved forward. Louisville will be eligible for Subregional funding and we will begin to develop our list of potential projects to be considered once the criteria and process are clear.

FISCAL IMPACT:

This memo is for informational purposes only, there is no fiscal impact.

ATTACHMENT(S):

1. CML Update on Transportation Funding 4-13-2018



To: CML Executive Board, CML Policy Committee, and interested parties
From: Morgan Cullen, Legislative and Policy Advocate
Date: April 13, 2018
Subject: Update: Transportation Infrastructure Funding

HB 18-1340 - CAPITAL CONSTRUCTION BILL

The House passed HB 18-1340, a bill for capital construction project funding that accompanies the Long Bill, that includes one section that would provide \$495 million in one-time transportation funding from the General Fund if SB 18-001 fails to become law. CML supported the efforts of House Speaker Crisanta Duran, D-Denver, and Rep. Faith Winter, D-Westminster, to split the \$495 million (35% to CDOT, 25% to municipalities, 25% to counties and 15% to multimodal). The local government portion would then be dispersed to counties and municipalities directly using the HUTF formula. Under this scenario, municipalities and counties would each receive \$124 million in one-time money and have total discretion on how to use their respective shares.

Unfortunately, this amendment was stripped out of the bill by Senator John Cooke, R-Greeley, when it was taken up along with the Long Bill last week. The bill is now back before the Joint Budget Committee acting as the conference committee on HB 18-1340, as the House rejected the Senate Amendments.

SB 18-001 - FIX COLORADO ROADS ACT

SB 18-001 passed unanimously out of the Senate two weeks ago, after a deal was struck with Democrats that substantially changed a number of its key provisions. Most importantly, it delayed a referred measure for voters to consider transportation bonds using existing state revenue until 2019 to make way for a citizen initiated ballot question that could consider new revenue for transportation.

Funding

On June 30, 2019 – SB 18-001 transfers \$500 million from the General Fund to the State Highway Fund.

Beginning on June 30, 2020 - \$250 million is transferred annually for the next 19 years from the General Fund to the State Highway Fund.

Ballot Initiative and a Referred Measure

SB18-001 delays a referred transportation bonding measure for voters to consider until 2019 to allow for an opportunity for a citizen initiated ballot question in 2018.

- If a citizen initiated ballot question in 2018 is successful, then the 2019 referred measure is repealed and will not be considered by voters.

- If a citizen initiative in 2018 is unsuccessful, then the 2019 referred measure will move forward, asking voters to issue \$3.5 billion in bonds with a maximum repayment of no more than \$5 billion.
- If both an initiative and referendum fail, then the \$250 million will simply continue to be transferred from the General Fund to the State Highway Fund on an annual basis.

Interaction with SB 17-267

SB 17-267 authorized up to \$1.8 billion in lease purchase agreements to fund state highway projects in Colorado beginning in 2018. While lease purchase agreements provide increased funding for transportation, they are not as strong a funding mechanism as bonds. They leverage state capital assets, like buildings, rather than state revenue.

SB18-001 stipulates that the lease purchase agreements authorized in SB 17-267 can go forward as planned beginning July 1, 2018 but would need to be payed-off and replaced if an initiative passes in 2018 or the referred measure passes in 2019. Once those obligations are met, the remainder of the money would be used to cover bonds payments.

SB 18-267 also required that 25 percent of all transportation construction projects be completed in rural areas and 10 percent of the money raised be used for multimodal infrastructure. This same requirement is present in SB 18-001 and would not change.

Managed Lane Initiative and the Quarterly Distribution of Funds

There was a managed lane amendment added to SB 18-001 that requires CDOT to fully evaluate safety and vehicle capacity aspects of a project before designating a toll lane, HOV lane or public private partnership that results in a managed lane. This language was brought forward by Senator Bob Gardner, R-Colorado Springs and Representative Paul Lundeen, R-Monument in response to El Paso County utilizing managed lanes to help fund the Gap Expansion between Monument and Castle Rock. CDOT is opposing this amendment because they are worried they may not be able to come up with the funding to attract the federal funds necessary to finance the project. They are also worried this could preempt their ability to use managed lanes as a funding mechanism for other projects around the state going forward. CML has also expressed similar concerns we have received on this language from our members and have assurances that it will be stripped from the bill once it is heard in the House.

CDOT has also advocated that any new funding be disbursed through a quarterly distribution so that the department can begin working on shovel ready projects as early as this summer. Amendments have been added to HB18-1340 and we expect to see one soon on SB 18-001 as well that provides for this distribution.

How SB 18-001 relates to HB 18-1340

The General Fund transfer for infrastructure in HB18-1340 is only authorized if SB18-001 fails to become law. It is important to note that the General Fund transfer in HB 18-1340 would only be a one-time appropriation, whereas SB 18-001 authorizes an initial \$500 million transfer then an ongoing \$250 million annual transfer.

WHAT'S NEXT

The House has yet to take up SB 18-001 but it is very likely that the House will make some effort to include a local share in that bill as well. This is complicated by the fact that the Senate amended the bill to allow a potential ballot initiative to be successful, which also would include a local share. Depending on what the House does to SB 18-001, it is likely to end up in a conference committee as well.

However, if a deal is struck on SB 18-001, then the one-time transportation funding in HB 18-1340 is rendered moot.

Fall Ballot Initiatives

All of the negotiations currently taking place under-the-golden-dome are being contemplated amidst an anticipation of possibilities at the ballot box this November, where voters could be ultimately asked to consider two starkly different transportation funding initiatives.

The deadline to submit new titles has now passed, and there are seven different citizen initiated ballot measures that have the potential to earn a spot on the November ballot. In order to do so, they need to earn the prerequisite number of 98,492 valid signatures before the August 6, 2018 deadline.

Coloradans for Coloradans Transportation Coalition

Five of the ballot questions were submitted by a coalition of Colorado businesses, local governments and civic organizations spearheaded by the Denver Chamber of Commerce and the Colorado Contractors Association that wish to seek new revenue to help fund Colorado's infrastructure. The first three would increase the state's sales tax by 0.5 percent, 0.62 percent, and 1 percent. The fourth proposal includes a 0.5 percent sales tax increase and requires the state to transfer \$150 million from the General Fund each year to state and local transportation projects. A final 0.35 percent sales tax increase was also submitted that would provide new revenue to municipalities, counties, and multimodal but would not fund state highway infrastructure. All of the initiatives would allow CDOT to issue bonds for major state highway construction projects.

Ultimately, only one proposal will be chosen to go forward - a decision that is largely contingent upon the final amount that the state legislature dedicates to transportation in this year's budget.

John Caldara "Fix Our Damn Roads" Campaign

In response to the coalition's efforts to seek new revenue, John Caldara and the Independence Institute filed two titles. We presume they will select one to appear on the November ballot should they collect enough qualifying signatures.

Both proposed initiatives are nearly identical with the only change appearing to be the removal of the effective date on one of them. Both initiatives would require the state to raise \$3.5 billion in bonds (without raising taxes or fees) with the proceeds going solely to road and bridge expansion, construction, maintenance, and repair on a specified list of projects throughout the state.

CML Position

CML has been advocating for a statewide solution that includes a meaningful share back with municipalities and counties, recognizing financial assistance for multi-modal projects, and not interfering with CDOT's ability to do managed lanes where appropriate.

CML staff members have been meeting regularly with key legislators and other interested groups. The League has been very engaged since the start and we remain cautiously optimistic about the General Assembly reaching a compromise before *sine die* adjournment on May 9. It is very important that municipal leaders continue to speak with one voice through CML on this issue. Should you have questions or comments, please do not hesitate to contact me.



City Council Study Session
April 24, 2018

Addendum #1
Items Presented at the Meeting

MMC CONSENSUS

Transportation Coalition Should Advance .62% to Voters

The following statement was adopted by consensus of the forty member Metro Mayors Caucus on April 22, 2018.

For several years, the Metro Mayors Caucus has engaged in substantial statewide discussion of possible transportation funding alternatives. These efforts have focused on both a statewide ballot question and on shaping legislative efforts. The last formal MMC recommendation in January of 2018 was for a 1% statewide sales tax divided 45/15/20/20 among CDOT/Multi-Modal/Cities/Counties. However, recent legislative discussions of financing state highways with TRANS bonds, repaid via multiple year general fund appropriations, combined with higher than anticipated revenue projections for the current and next fiscal year, have led some to believe that a 1% is no longer feasible.

A recent survey of MMC membership tested the support of mayors at each of four proposed funding levels .35%, .5%, .62% and 1%. Thirty of our forty member cities participated in the survey and collectively those participating jurisdictions represent 91% of our member jurisdictions' population (2016 DOLA estimate: 2,514,129). In addition to registering their support or opposition at each funding level, respondents were also given the opportunity to rank each increment in order of preference. The following has become clear from this exercise:

- **1%** is no longer the most favored alternative
- **.62%** is first or second choice in order of preference of 77% of those jurisdictions responding
 - **When the population of responding jurisdictions is taken into account, 90% support a .62% sales tax**
- **.50%** is first or second choice in order of preference of 54% of those jurisdictions responding
 - When the population of responding jurisdictions is taken into account, 64% support a .50% sales tax
 - When looking at those cities opposing .5%, they each indicate a preference for a higher increment
 - The combined population of the jurisdictions opposing .5% is 26% of MMC population
- **.35%**, which contained no CDOT share, was the last in order of preference of 70% of those responding

Serious concerns remain regarding legislative efforts to fund transportation and mobility needs. Because the General Assembly is unable to bind future legislatures through statutory funding commitments, and because unpredictable economic cycles necessitate flexibility in General Fund appropriation, MMC believes that a secure, sustainable, predictable, voter-approved revenue source dedicated to transportation and mobility at the state and local levels is critical. Given that there has not been a significant new source of transportation revenues since 1992, and that General Fund transfers are not reliable, and that our documented state, local and multi-modal transportation funding needs exceed \$50 billion dollars over the next 20 years, it is the consensus of the Metro Mayors Caucus that a rate of **.62% is the minimum sales tax increase that should advance to voters.**

Metro Mayors Caucus

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